









consular officers, who shall not be detained at any port at which they may land, and Chinese officials, students, merchants and travellers for curiosity.

Students, merchants and travellers shall only be allowed entry at designated points and shall be required to bring with them the permission of their Government to come here. This permission and their personal identity shall be evidenced by a duplicate certificate made out by a representative of the United States at the port from which they sail. One of these certificates shall be kept by the Chinese and one by the master of the vessel on which he sails. Both shall be surrendered to the Collector of Customs before the Chinaman is landed and a certificate of identification issued in their place.

Disputes as to the right of Chinese to land are to be settled by the Collector of Customs, subject to a review by the Secretary of the Treasury. All Chinese now in the United States shall be required within the six months to secure certificates of registration, and all Chinese found in this country after that period without certificates of identification or registration shall be deported from the United States to the country from whence they came.

All Chinese leaving the United States shall be required to surrender any certificates they may hold before sailing. The Secretary of the Treasury is given authority to appoint officers to execute the provisions of this act, and also prohibit Chinese settling within a certain (not named) distance of the borders of the United States. Provision is made for the punishment of persons found violating any clauses of this act.

#### NEWS BY THE AUSTRALIAN MAIL.

The E. and A. Co.'s steamship *Catterthun*, Capt. J. W. B. Darke, arrived from Sydney and ports of call this morning. We take the annexed telegrams from our Australian exchanges:—

LONDON, October 1st.  
Mr. Fox, of New York, offers to back Bremer against Kemp for the sculling championship and a stake of 5,000 dollars a-side, 1,000 dollars to be allowed to Kemp if the race is rowed in America.

October 2nd.  
It is believed that the Senate will advise the United States to take over the entire debt of Canada, with a view to the establishment of a political and commercial union between the two countries.

President Cleveland has approved of the Chinese Exclusion Bill, but suggests the admission of all certificated Chinese who are now on passage to the United States.

The Italian army in Abyssinia has occupied Suva. The British expedition to the Togo country, on the Gold Coast, have killed 500 of the hostile force. The losses on the British side were 64 Soussas.

M. de Freycinet, the French Minister for War, will reduce the war budget by six millions. The Prince of Wales has had a great reception in Hungary, where he has been staying.

His Royal Highness has proceeded to Bucharest on a visit to King Charles I., of Roumania. The Right Hon. A. J. Balfour, the Chief Secretary for Ireland, has addressed the immense assembly at Glasgow on the Irish question.

He said that the treatment of Ireland by the British Government had been lenient, and the charges of cruelty were untrue. It would, he said, be necessary to reconquer Ireland if she obtained a local Parliament. He further stated that agitation was the daily bread of the Irish members.

TAMBO (Q.), October 2nd.  
Early this morning Messrs. Corrie and Lenebarg's store was burned to the ground, and about 50,000 worth of goods consumed. The stock, however, was partly insured. Nothing whatever was saved. An iron safe, containing some policies and other documents was totally destroyed.

PERTH, October 2nd.  
The Zilgan and Pitkearn goldfields have been proclaimed, Warden's court established, and warden appointed. An additional regulation has been promulgated allowing the protected areas on the fields to continue to be held for 50 days only from the date of the proclamation of the goldfields.

A reported crushing at Kimberley from Jackson's reef, has resulted in 2000 cwt. from 70 tons of quartz.

The Perth Stock Exchange was formally opened yesterday. LONDON, October 2nd.  
M. Goblet, the French Minister for Foreign Affairs, in a speech delivered yesterday maintained that if the French people elected supporters of General Boulanger they would be voting for anarchy, a dictator and war. He also said that the Comte de Paris was allied with General Boulanger.

MELBOURNE, October 3rd.  
The Exhibition Commissioners are in communication with the Governments of the other colonies asking whether, if the members of the various federations be invited to take part in a series of concerts in the Exhibition, free passes will be granted them over the railway. Should several Governments reply in the affirmative, the federations will, in all probability, be invited to visit Melbourne.

AUKLAND, October 3rd.  
A fire which broke out in the premises of Hobday and Co., drapers of Christchurch, totally destroyed the building and its contents. The total insurance on the premises and the stock amounts to £30,000.

LONDON, October 4th.  
Mr. Blaine, speaking at Ontario, said that the United States would welcome a union with Canada, but would never attempt to coerce that country into the matter.

The Chinese Minister at Lhasa, the capital of Tibet, is arranging a treaty of peace between the Tibetans and the British forces under General Graham. A consignment of 100 frozen bullocks from New Zealand has been sold at £10 per carcass. The last shipment of New Zealand mutton has realised 5½d., and the Australian consignment has sold at 4½d.

The report of the Bank of South Australia shows a profit of £26,600 for the half-year. A dividend at the rate of 6 per cent. has been declared.

OCTOBER 5th.  
In accepting the freedom of the city of Dublin, which was conferred on him yesterday, Cardinal Moran said that Ireland had Australia's sympathies in her struggle for legislative freedom. Ireland would receive not only the sympathy but the material aid of Australia.

At the inquest on the body of the late unfortunate woman found murdered near Whitechapel, the medical evidence showed that the uterus and kidneys had been removed from the body.

Sir Charles Dilke expects to be in a position to clear his character from the "Mains" placed upon it as the result of the Crawford divorce case, and to be in a position to re-enter public life shortly.

OCTOBER 5th.  
Mr. John Dillon, M.P., declares that the Irish landlords have been inspired with new courage, and he appeals to the tenantry to strike one more blow.

Dr. Tanner, M.P., for Mid Cork, is looking the people of Tipperary to redoubtable boy-rotting, in order to banish the land and grass problems.

It is reported that the Emperor William of Germany will visit England next Easter. The River Nile is abnormally low at present, and it is feared that there will be a famine in Upper Egypt in consequence.

M. Nelidoff, Russian Ambassador at Constantinople, has demanded that a portion of the loan of £1,500,000 just raised by the Porte shall be applied to paying off the indemnity of £250,000,000 imposed by Russia at the conclusion of the war with Turkey in 1878.

H.M.S. *Champion*, screw cruiser, twelve guns, 2,350 tons, will relieve the *Conquest* on the Pacific station.

#### THE SEA-LIGHT TEMPLE AT TIENTSIN.

The Tientsin correspondent of the *N. C. Daily News* writes under date the 19th October:— "The 'Sea-light' Temple or 'Mirage Temple,' as some have poetically translated the characters, has attracted the attention of most sight-seers visiting Tientsin since the port was opened. It is commonly spoken of among foreigners as 'The Treaty Temple,' because in one of its quiet rooms the 'Treaty of 1858' was signed. This temple is said to have received this name because when built some centuries ago it stood but a short distance from the sea. It is thought by others that the sea had long before its erection receded far beyond the site of the temple, and that the mirage frequently seen to the south, in the direction of the Gulf, suggested the name. It is situated in the open plain, about two ½ miles directly south of the city, and perhaps a mile and a half from the foreign settlement by the winding roads. It can claim no special importance as a temple over many others, nor is there anything in its history or possessions to attract attention, save the one fact above referred to.

About twenty years ago it was selected as a suitable locality for the establishment of foreign machine shops. Suitable buildings were erected, a smelting furnace was built, and a tall smoke-stack towered above the highest of the temple roofs, and a "whistle" daily sounded far and near labour's call and release. One would have supposed that of all places this was the last that could, by any possibility, have been selected for works of this kind. But apparently the *Fung shui* has neither done any harm, nor been harmed in the least degree by this innovation. Since that time other buildings have been added as occasion required, till now the machine shops cover more ground than the original temple. Several chimneys have arisen to overshadow the anshrited deity at the front, and another shop with its attendant smoker is being added now.

Formerly cannon were cast, and several small steamers have been turned out at these works. At the present time the principal energies of the establishment are exercised in the repair of small arms, and in the manufacture of cartridges. Gun carriages are also made, but I was told on a recent visit to the place, that no cannon or other important casting had been done for some time. Electric and telephonic instruments are manufactured for official use, but not for sale. We were shown some of these instruments, which appeared to be well made. In general the machinery seemed to be in good condition, and doing good work to external observation.

A visit was also paid to the historic room in which the Treaty was signed. In it we found a company of *dones* lounging about on the chairs and divans. We were told that there are about thirty connected with the temple now, whereas, in the good old times when *Fung shui* was undisturbed by these high chimneys and the whirl of shafts and wheels, there were not more than six or eight. They are said to have suffered in no way from the changes that have taken place, but rather to be enjoying improved conditions.

#### KOREA.

(FROM OUR CORRESPONDENT.)  
SŬL, October 14th.  
You will soon be flooded with news from Korea, via England and America. Mr. F. D. Carpenter, "Special Foreign Press Representative of the Press Association of the United States of North America" (how does that go for high in the way of a title?) and Mr. H. Norman, "Special Commissioner of the *Pall Mall Gazette*," are now in our midst; if the latter is going to write us "down," as he has done the foreign communities in Japan, then the Korean gods may help us. Now, after the arrival of these two big men of the Press, we may rest assured that the country will be saved and every little trouble settled. When the *Kwangchi* was in Chemulpo last, the Customs official seized a package of ginseeng on board which appears to have led to a glorious row; I learn that one of the Customs' officers was actually struck by a clerk of the C.M.S.N. Co., and that most horrible language was used toward the Customs' people while in the execution of their duty. I have not yet learned what steps have been taken by the Customs' authorities to obtain redress in this affair from the Agents.

Telegraphic communication with Yuesuan will be established in a few months; we shall then have the capital connected with the three treaty ports, and with China via Moukden, as well as with Japan from Fusan via Tsushima and Goto to Nagasaki. I wonder what confusions will arise when telegrams shall have to be addressed to Yuesuan, it being known (besides the latter name) also as "Wonsan" to the Koreans, and as "Gensan" to the Japanese, and otherwise as Port Lazareff, so much coveted by a neighbouring Great Power (as rumour has it) for a naval station on the shores of the Japan Sea, open all the year round. The diversity of names of one and the same Korean port is a most unhappy one; the names of Yuesuan and Fenchuan have led to scores of mistakes. "Fenchuan" is actually established at the foreign settlement of Chemulpo; "Fenchuan" appears to be derived from "Inchŭn," a dirty little nest, (but prefectural city) about half a dozen miles inland. Our Japanese friends are most ingenious in dubbing Chemulpo with a variety of appellations, which, if it adds to the confusion, certainly does also credit to their fertile imagination; I give you a collection of names for the sea port of our capital:—Fenchuan, Inchŭn, Jinsen, Miesan, Rensan and Chemulpo; and to take your own choice. I wonder who could make a charge for the better; is the pamphleteer, and foreign adviser to the king capable of doing it? It seems to me that the person would be Sir Robert Hart, if he were the names of the treaty ports, where he has customs' dues collected by his employees for the Koreans, to be known by their Korean names in official despatches connected with Customs' business, say from the 1st January, 1889, then the Babylonian confusion and endless mistakes with regard to the similarity of names would cease. The Korean name Wonsan would stand for Yuesuan and Chemulpo; and for Fenchuan. The French part of Fusan has been singularly fortunate with regard to its nomenclature, there being only two names in the field—Fusan and Pusan; Fusan being, I believe, the Japanese pronunciation of the name, whilst Pusan is the native one. Since last writing I have received a copy of the *Shanghai Courier*, sent me by a friend, asking if Chemulpo harbour was really so dangerous to make and difficult to enter as the *Courier* article would have it, and in which the late experience of the German steamer *Signal*, Captain Meyer, on the "Chemulpo" bar" is minutely described; the name of the steamer and her gallant commander, however, being studiously kept out of the publication. The impression here is, that the whole thing was written *pro domo*. Much amusement was caused here, by the *Signal*'s statement (a more *ad hoc* one) that the water when he went for the bar, while in fact the ebb tide had been sweeping out for three solid hours. His ludicrous statement that there is a tidal rise and fall of 36 feet in Chemulpo harbour, shows his, perhaps pardonable, but certainly deplorable, ignorance of the port. But, considering that the channel across the bar runs within about a cable of Observation Island, with high-water mark as plain as a pikestaff, any tyro in navigation could have told if the tide had gone down 15 or 18 feet, and I am confident any Shanghai ship master, committing an error of judgment of such a grave nature, would be promptly sent home with a "pair of shoes" by his employers, and his name would be *Walker*.

Strange rumours are afloat about the *Signal*; I hear it stated from different quarters, that she was never injured on the bar, but has "smelt the ground" repeatedly elsewhere. The *Signal* is now in Nagasaki repairing—the third time, within twelve months, I believe—having undergone about \$30,000 worth of repairs, *on dit*, which is not bad for a small steamer. The convulsive efforts of the master of the *Signal* to help himself out of his scrape in creating the impression in circles concerned that Chemulpo was a dangerous port, is nowhere appreciated and is generally laughed at by people behind the scenes.

To return once more to the ginseeng confiscated lately, it appears that His Royal Korean Majesty's Customs authorities have graciously condescended to hand over the price for it to His Imperial Chinese Majesty's Consul in Chemulpo; the confiscated ginseeng having been claimed by a "high Chinese" Mandarin in SŬl as his property, intended as a present to a friend in China. I don't know exactly, nor do I care, who the "high Mandarin" in SŬl may be, but, although I've a fairly good inkling, I simply give you the facts and leave your readers and yourself to form a judgment of the state of things in Korea.

We foreigners here and in Chemulpo hailed with delight the inauguration of one more regular steamer service, when the steamer *Kwangchi*, was put on the line between China and Korea. Unfortunately the Managers or Directors of the C. M. S. N. Co. were not lucky when they were called upon to choose an agent for Chemulpo; bad *Fung-shui* pidgeon. The man does not understand a single word of English; about shipping business he knows a trifle less than "the other man," who has taken up, wisely or unwisely, his quarters in the moon; he is discursive and unmethodical to the company's constituents, and has only one stereotyped answer to questions in English (about the rates of freight for instance)—"I dunno." How the Company can expect to be patronized with such crude and rude apologies for steamer agents and brutal, coarse, vulgar coolies in lieu of shipping clerks, is not for me to decide as long as there are Japanese steamers running regularly, as happily is the case; although I'm sorry that the China Merchant's agent in Chemulpo, as an agent, cuts such a sorry figure, and is making such a miserable mess of what we all had hoped would turn out to be a public benefit. The director of telegraphs is the agent referred to, and if the China Merchants don't see their way clear to reconstitute their Chemulpo agency on a more rational and business-like basis, their venture with the *Kwangchi* will come to nothing; but will go hopelessly "to the dogs."

The Customs appear to be determined to "weed out" the few officials still remaining who were engaged by Mr. von Möllendorff; I hear an examiner in Fusan, who is entitled to a year's leave of absence, applied for it and got it, on condition that he would not return; a successor from Sir Robert Hart's service is said to have arrived already from China to take his place. Before very long the whole staff of the Korean Customs will consist of Sir Robert's men, with a few exceptions, some of the employees of the Korean Customs having joined the Chinese service in more subordinate ranks than they held before.

Just before despatching my letter to-day (the 15th October) I learn that the steamer *Kwangchi* arrived at Chemulpo, with the so-called "Korean Mission to Europe" on board, whatever that may mean—*Mercury*.

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#### To-day's Advertisements.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A N EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 30th instant, at 8.30 p.m. O'CLOCK precisely. Visiting Brethren are cordially invited. Hongkong, 30th October, 1888. [1086]

ZETLAND LODGE, No. 535.

A N EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on THURSDAY NEXT, the 1st November, at 8.30 p.m. P.M. precisely. Visiting Brethren are cordially invited. Hongkong, 30th October, 1888. [1101]

ZETLAND LODGE, No. 535.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on SATURDAY NEXT, the 3rd November, at 8.30 p.m. P.M. precisely. Visiting Brethren are cordially invited. Hongkong, 30th October, 1888. [1102]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN," Captain Darke, will be despatched for the above Ports, on MONDAY, the 5th November, at 4 P.M. For Freight or Passage, apply to RUSSELL & Co., Agents. Hongkong, 30th October, 1888. [1099]

NOTICE

FROM the 1st November, 1888, until further notice, my Business at Hollow will be carried on under the name and style of BRUCE & Co. E. R. BRUCE. Hollow, 28th October, 1888. [1100]

#### To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG, AND CALCUTTA. THE Company's Steamship

"TAISANG," Captain Jackson, will be despatched as above, on TUESDAY, the 6th November, at 3 P.M. This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 30th October, 1888. [1097]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE. (Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, AND AFRICAN PORTS.) THE Company's Steamship

"ELEKTRA," will be despatched as above on SATURDAY, the 10th of November, at NOON. For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central. O. BACHRACH, Agent. Hongkong, 30th October, 1888. [1098]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. CHS. D. HARMAN, Agent. Hongkong, 30th October, 1888. [1104]

#### Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 5th day of November, 1888, at 4.30 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th October, 1888. [1094]

Particulars of the letting by Public Auction

Sale to be held on MONDAY, the 5th day of November, 1888, at 4.30 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

No. of Registry	No. of Inland Lot	Locality	Boundary Measurements	Contents in Annual Rent	Upset Price
1	No. 1,206	Peak Road	339 feet NW. 36 feet S. 126 feet W. 34,000 feet	148	4800

#### Insurances.

NOTICE. THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000. The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1882. [150]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000. EQUAL TO RESERVE FUND.....\$245,000.00. The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

BOARD OF DIRECTORS. LEE SING, Esq. LO YUEN MOON, Esq. LO YUEN SHAN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world. HEAD OFFICE, 11, PRAYA WEST, Hongkong, 17th December, 1887. [151]

#### Intimations.

CANTON INSURANCE OFFICE, LIMITED. NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$2 per SHARE has this day been declared, being further interest on Capital to 31st December, 1887, at the rate of 4 per cent. per annum (making the total interest on Capital for 1887, 14 ½%). Warrants may be had on application at the above Office on and after MONDAY, the 29th instant.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED, Hongkong, 27th October, 1888. [1092]

A. S. WATSON & Co., LIMITED.

AN INTERIM DIVIDEND on Account of 1888, at the Rate of 4 Dollars per SHARE in the Capital of the Company, will be payable at the HONGKONG and SHANGHAI BANK on and after the 5th Proximo, on Warrants to be obtained of the undersigned.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 1st proximo till MONDAY, the 5th proximo, both days inclusive, during which period no TRANSFER of SHARES can be registered.

By Order JOHN WILLMOTT, Acting Secretary. Hongkong, 27th October, 1888. [1093]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 15th October, 1888. [1045]

PROSPECTUS.

SINGAPORE HOTEL COMPANY, LIMITED.

INCORPORATED UNDER THE "INDIAN COMPANIES' ACT, 1866."

CAPITAL: \$750,000 (with power to increase), divided into 7,500 shares of \$100 each, payable as follows:—

\$20 on APPLICATION. \$20 on ALLOTMENT. Further Calls not exceeding \$20 each, to be made at intervals of not less than three months. (It is not expected that more than \$55 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full. Share Lists will CLOSE on 14th November, 1888.

DIRECTORS: WILLIAM ADAMSON, Esq. (Messrs. GILFILLAN WOOD & Co.)

ANDREW CURRIE, Esq. (The BORNEO COMPANY, LIMITED)

WILLIAM DOUGLAS, Esq. (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.)

HON. J. FINLAYSON, M.L.C. (Messrs. BOUSTAD & Co.)

J. P. WADE GARDNER, Esq. (Manager, HONGKONG & SHANGHAI BANKING CORPORATION.)

HON. H. W. GEIGER, M.L.C. (Agent, PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.)

W. E. HOOPER, Esq. (Messrs. A. L. JOHNSON & Co.)

O. MUHY, Esq. (Messrs. BERN, MEYER & Co.)

THOS. SCOTT, Esq. (Messrs. GUTHRIE & Co.)

TH. SOHST, Esq. (Messrs. PUTTARCKEN & Co.)

C. STRINGER, Esq. (Messrs. PATTERSON, SIMONS & Co.)

BANKERS: CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA; HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS: MESSRS. DONALDSON & BURKINSHAW.

SECRETARY (pro tem.) JAMES KERR, Esq.

HEAD OFFICE: SINGAPORE.

THIS COMPANY has been formed for the purpose of supplying the want which has been felt for



